

# HAYWARD BOULEVARD FEASIBILITY STUDY



COMMUNITY ENGAGEMENT SUMMARY

## SURVEY INTRO

An Online Survey that consisted of survey questions and an interactive map was available for a 60 day period between June 30, 2020 and July 30, 2020. 550 participants shared their insights on general corridor needs as well as on location or category specific concerns.

The survey was posted on the City website. Links to the survey were distributed via postcards mailed to residents and businesses along the corridor, printed flyers were placed at key locations along the corridor. In addition to printing notices for the survey, E-newsletters (The Stack and Leaflet), HOAs newsletters and various City Social Media Outlets

**FEASIBILITY STUDY**  
CREATING A FRIENDLY CORRIDOR  
FOR PEDESTRIANS, BICYCLISTS,  
TRANSIT AND MOTORISTS

**Community Online Survey:**  
<https://wikimapping.com/Hayward-Feasibility-Study.html>

**Survey Closes June 30th**  
Share your input and ideas!

Share insights with the City of Hayward to create a beautiful corridor for pedestrians, bicyclists, transit and vehicles along the 2.5-mile stretch of

**Additional Project Info:**  
Follow us for updates on events and input opportunities  
[www.hayward-ca.gov/hayward-blvd-feasibility](http://www.hayward-ca.gov/hayward-blvd-feasibility)  
Project Contact : Jorge Simbaqueba  
Senior Transportation Engineer  
[jorge.simbaqueba@hayward-ca.gov](mailto:jorge.simbaqueba@hayward-ca.gov)

Kimley-Horn GATES

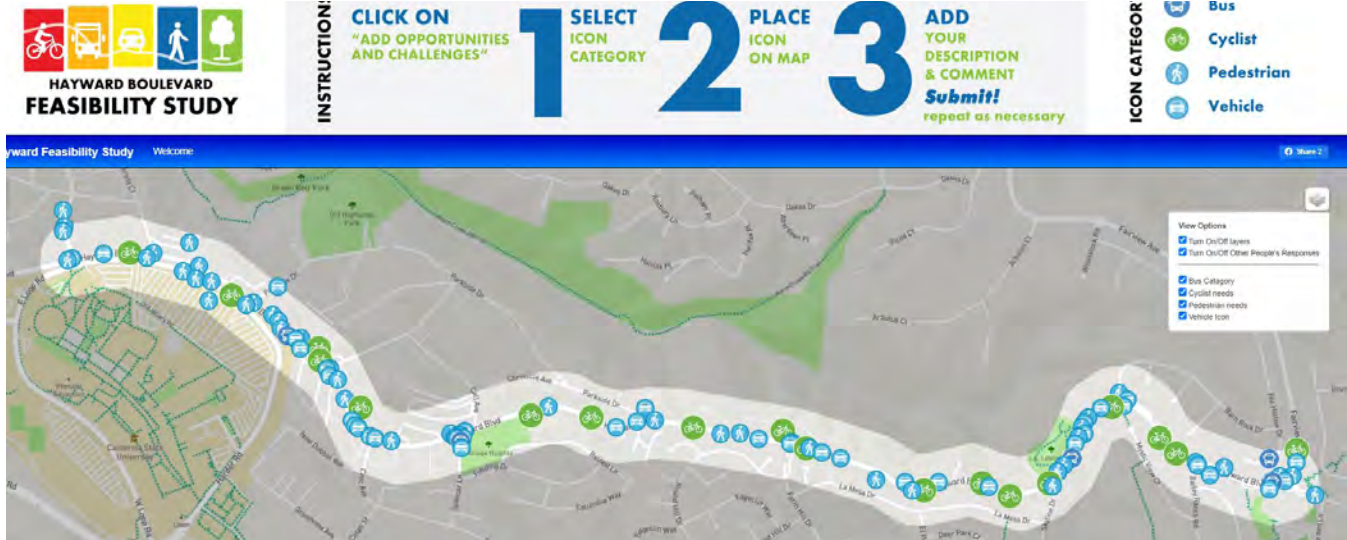
**HAYWARD BOULEVARD  
FEASIBILITY STUDY**

*participate on an*  
**online survey**  
**NOW**

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Online Pinnable Map with Comments

## SURVEY SUMMARY

The majority of survey comments come from residents along the corridor and/or users that travel it regularly. Participants primarily experience the corridor by driving or walking. The first priority for overall improvement for the corridor is safer and more comfortable sidewalks. The next priorities for the corridor are reducing auto congestion and speeds. The highest ranking for the top 3 combined priorities are better landscaping, improving the pedestrian experience and traffic calming measures.

For the write in comments, some emerging trends were in the following areas:

- High Speeds in Multiple Locations
- Participants shared there is often roadkill
- High speeds for vehicle traveling downhill
- High Speeds makes U-Turns and Left hand turns challenging at spots.(Spencer, Bailey Ranch, Parkside)
- Drivers often do not stop at stop signs
- Feels unsafe for bikers/cyclists

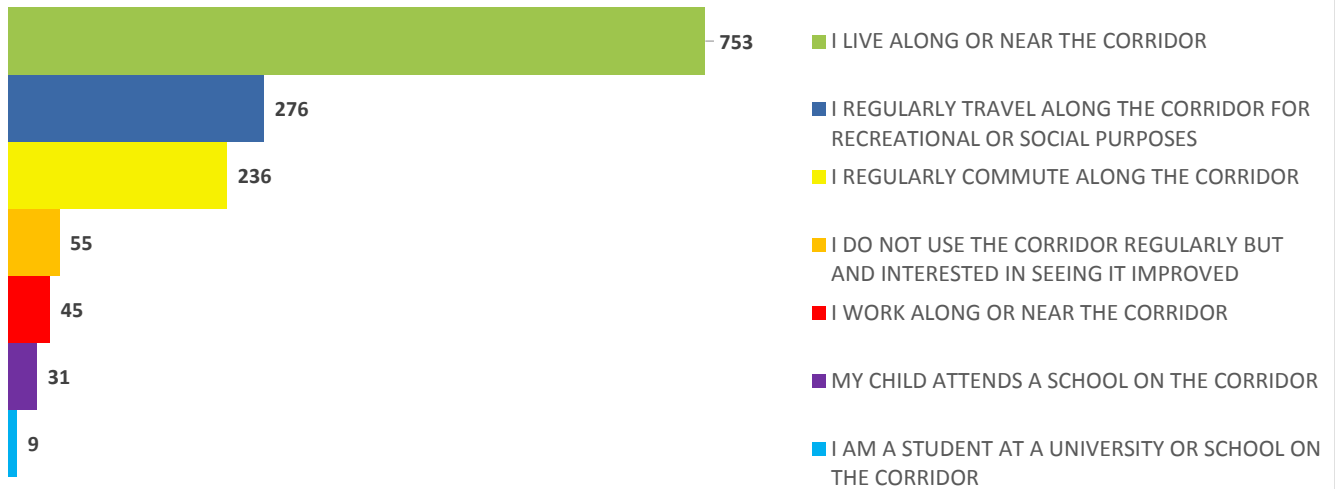
### Crossing at the West End

- Pedestrian Crossing and vehicle Drop-off and Pick-Up for Stonebrae Elementary School and connections to Fairview Avenue were a big source for comments

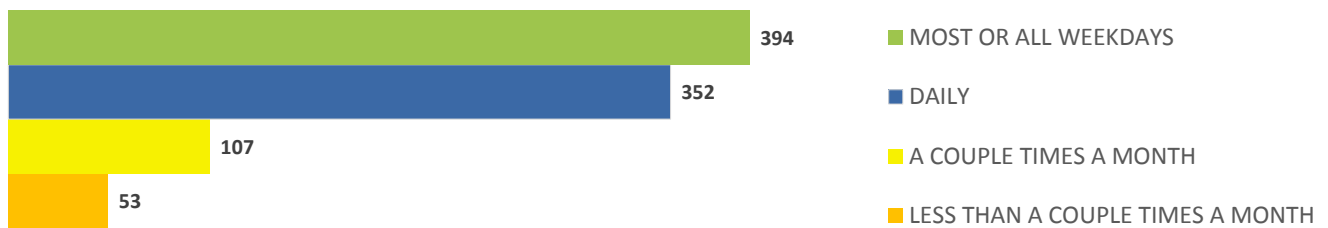
### Access to side streets

- Hard to see when turning onto Hayward Blvd at multiple locations

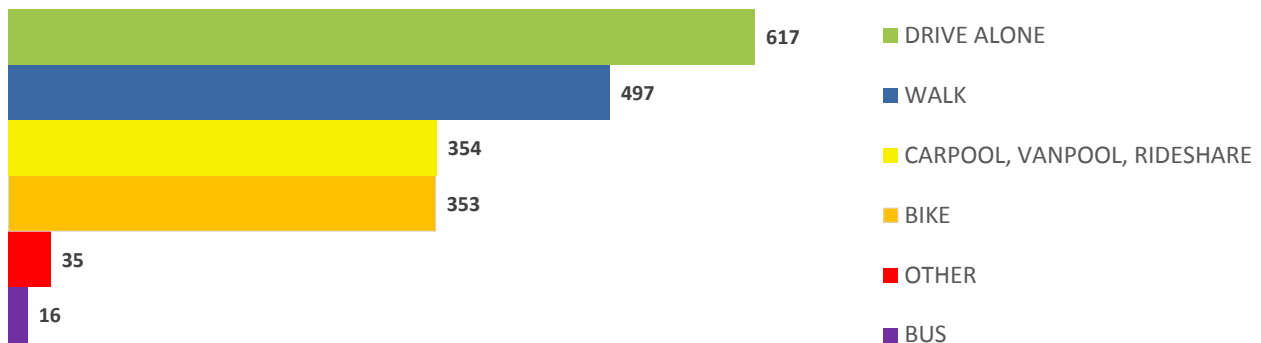
### How would you describe yourself in relation to the Hayward Boulevard project corridor?



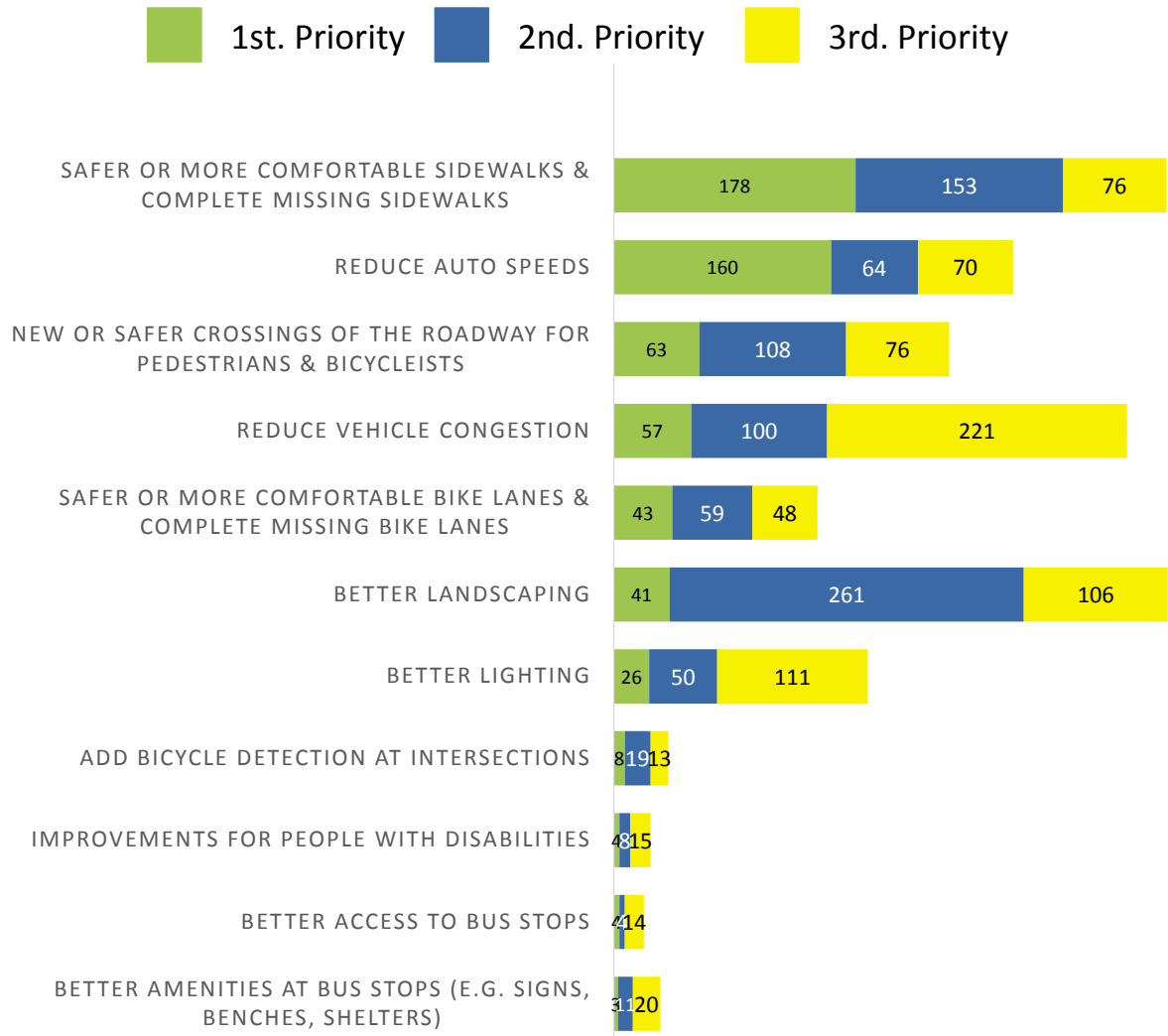
### How often do you travel on the Hayward Blvd?



### Which mode(s) of transportation do you most commonly use on the corridor?



## TOP CORRIDOR NEEDS



## ONLINE SURVEY SUMMARY

### WRITE-IN COMMENTS ON WELCOME SURVEY

#### STONEBRAE ELEMENTARY SCHOOL/FAIRVIEW AVENUE

- Better drop off options for children at Stonebrae elementary.
- Stonebrae school traffic congestion ..dbl parking
- Reduce vehicle congestion near Stonebrae elementary
- Reduce traffic from Fairview
- Close access to Fairview
- Disconnect Hayward blvd and Fairview Ave

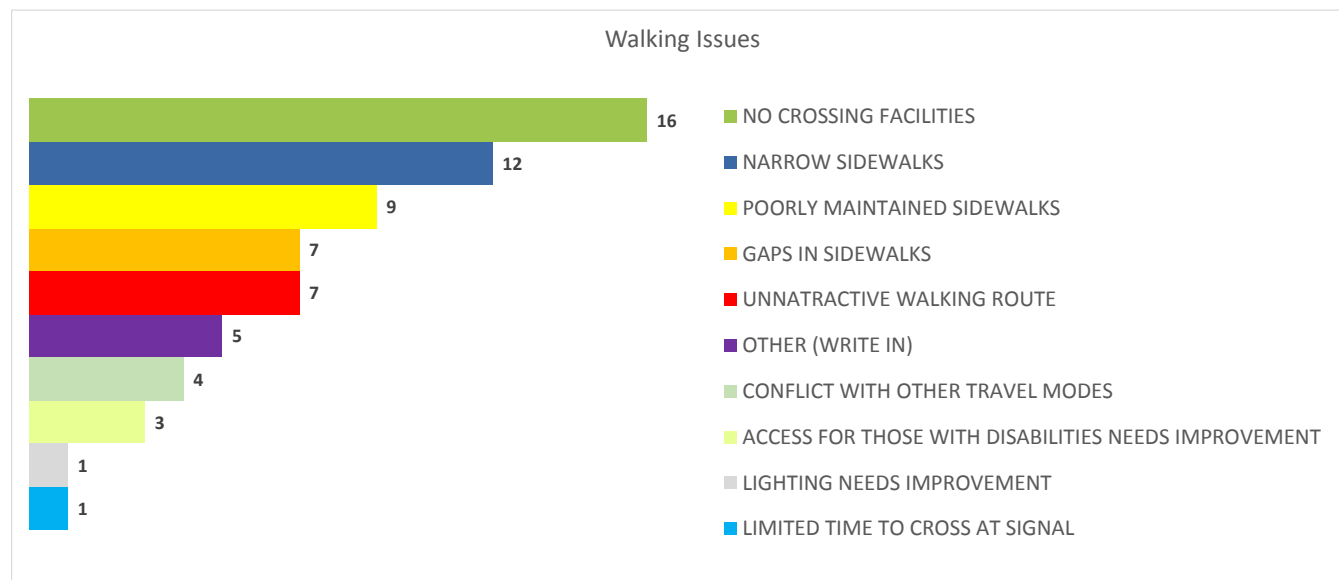
#### SAFETY

- Roadkills are very frequent on the stretch from the University to Stonebrae Elementary. Pls improve the signs and enforce the speed limits / visibility on the road.
- Safety nets/ walls to protect deer and other animals from running on to the road
- Remove stop sign at Barn Rock Drive completely unnecessary
- Increase visibility of stop lights (2)

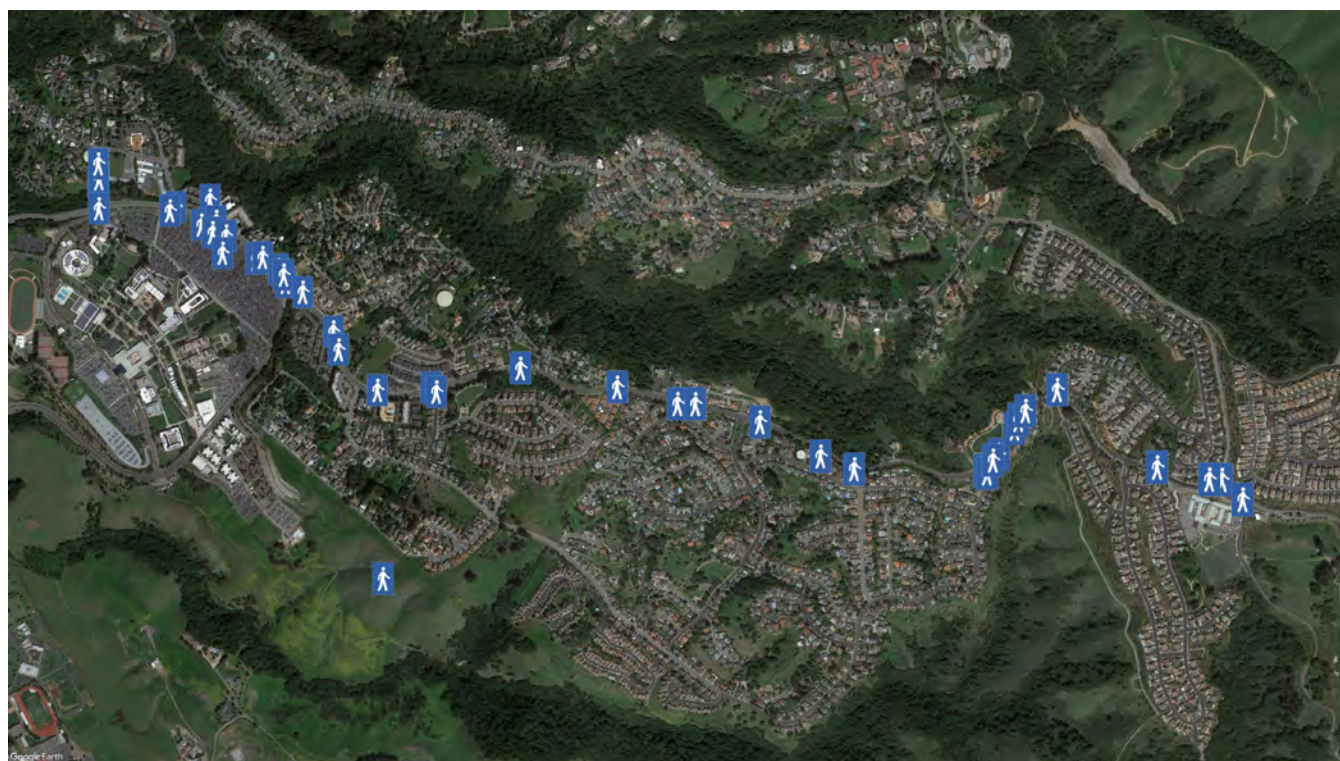
#### OTHER

- Connecting paths to green belts.

# WALKING OPPORTUNITIES AND CHALLENGES



Common themes related to walking along the corridor



Distribution of Walking opportunities and challenges

## ONLINE SURVEY SUMMARY

### WALKING WRITE-IN COMMENTS

#### STONEBRAE ELEMENTARY SCHOOL/FAIRVIEW AVENUE

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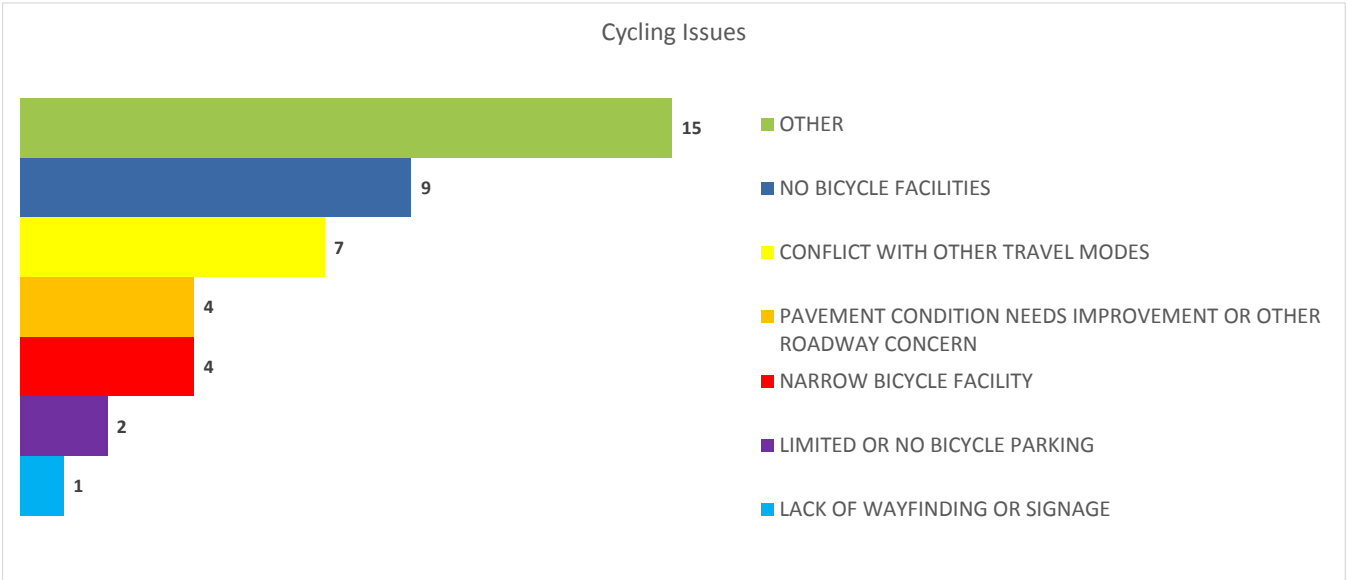
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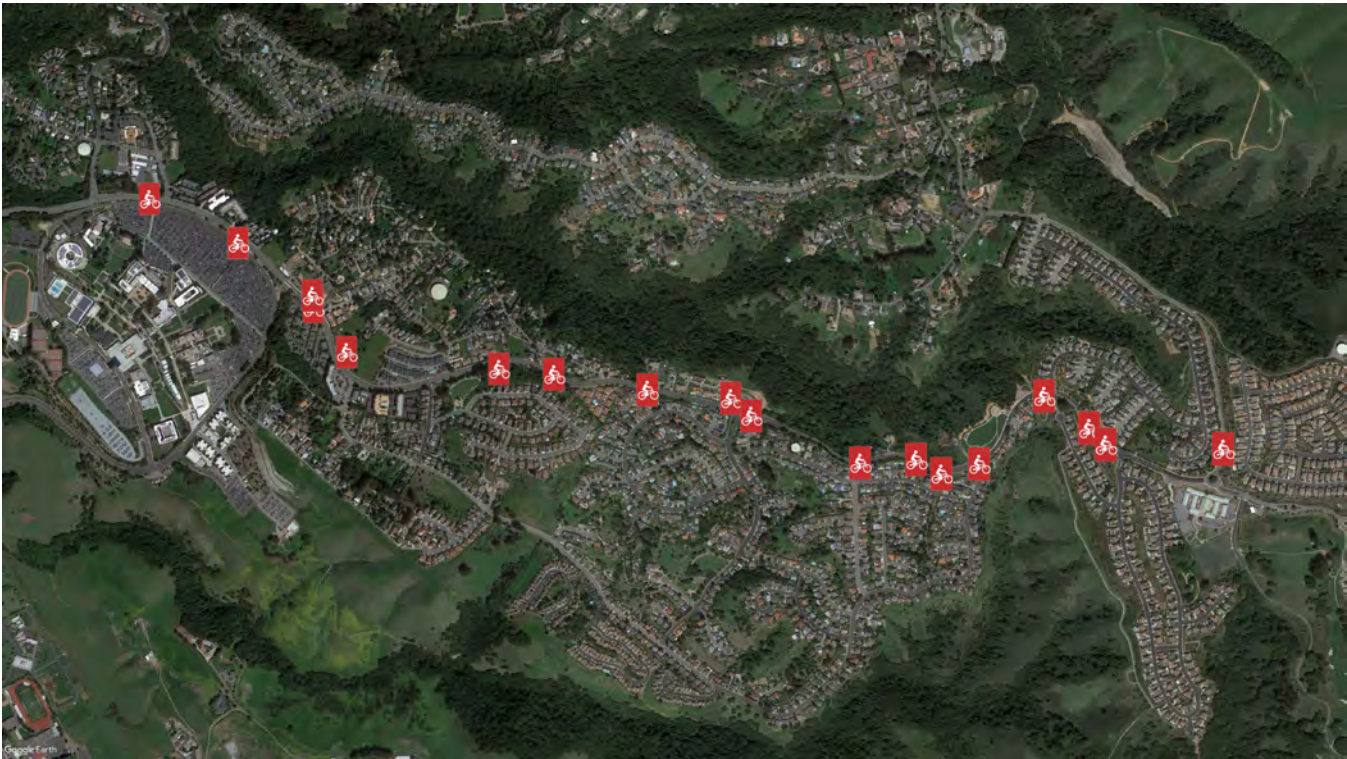
#### OTHER

- Connecting paths to green belts.
- Reduce traffic from Fairview

# CYCLING OPPORTUNITIES AND CHALLENGES



Common themes related to cycling along the corridor



Distribution of Walking opportunities and challenges

## ONLINE SURVEY SUMMARY

### CYCLING WRITE-IN “OTHER” COMMENTS

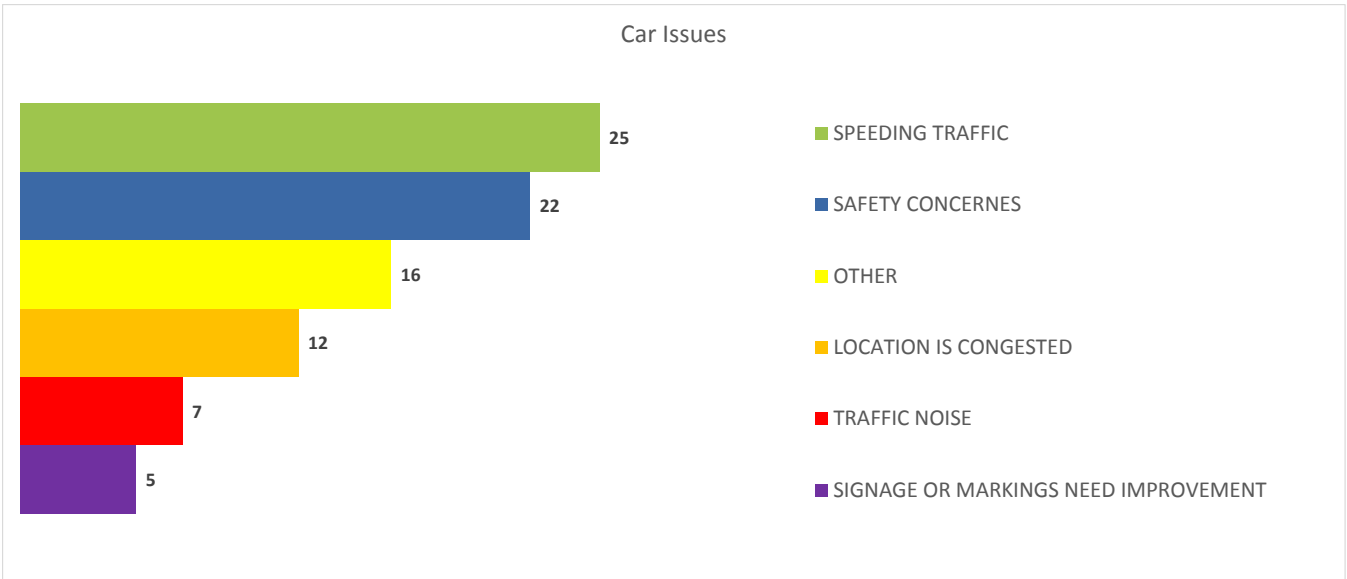
#### ACCESS

- Bike access to Campus Loop would be great
- All of Hayward Blvd needs a bike lane, like how Mission Blvd has one
- Parking is already a big problem in this area for residents and students. There would need to be designated parking for cyclists and designated parking for pedestrians who want to come and walk the path. It is likely students and residents would try to use this parking for their vehicles
- Planted center medians are a terrible waste of space. Move that green space to the sides of the road where pedestrians can enjoy it, and open up the roadway to create enough space for wide bike lanes each way.

#### SAFETY

- Riding a bicycle on Fairview is too dangerous due to the close proximity to vehicle lanes and excessive speeding.
- Cracks in pavement in direction of travel can trap bike wheels and cause a fatal fall
- Uneven road surface forces bike into traffic
- The downhill speeds of cars along this whole length of Hayward Blvd make it very dangerous to cycle. Reducing the speed limit and adding segregated bike lanes (rather than lanes painted on the street) on the downhill side would improve safety.
- Replace stop signs with roundabout to improve traffic flow, use less gas and improve bike safety
- Abrupt narrowing of lane puts bikes at risk from impatient drivers
- Based on what I've observed over the years, 4 travel lanes is too many and encourages excessive speed. Suggest reduce to two and add stripe-protected bike lanes. Physical separation of bike lanes would be hazardous given the gradient.
- Roadway narrows going uphill past Farmhill.
- Due to the steep grade in one direction, bikers who are forced to stay on the road would hold up traffic. Drivers might try to pass despite the street being too narrow. I suggest to let bikers use the sidewalk, which is wide enough there.
- Narrow road with no bike lane due to the guard rail right up against the road. Dangerous section for bicyclists.

# VEHICLE OPPORTUNITIES AND CHALLENGES



Common themes related to Vesicles/Cars along the corridor



Distribution of Vehicular opportunities and challenges

## ONLINE SURVEY SUMMARY

### VEHICLE/CAR WRITE-IN COMMENTS

#### STONEBRAE ELEMENTARY SCHOOL/FAIRVIEW AVENUE

- Significant congestion during drop off times for Stonebrae elementary, which creates a safety concern as kids try to exit vehicles stopped in the roadway.
- Convert stop sign into traffic circle and potentially change gate at Mystic View Court into an open lane vs. EVA. Currently, there is no simple way to EVA unless someone unlocks the gate or cuts the chain. This creates potential delay in being able to exit in case of fire or other danger. In addition, this would act as a turnaround point for a redesign of the drop-off area for Stonebrae if the bus drop off area was converted into one for student drop-off.
- Congestion, noise & pollution at school drop off time. Find a better way for cars to drop kids off
- School children and crossing
- Campus Drive should continue onto E. Loop Road (Campus Drive should be a direct route to the campus)

#### SAFETY

- Cars exiting cannot see the down hill oncoming traffic
- Down hill speeds are terrible here, causing accidents and making it difficult for traffic to enter and exit
- Poorly lit area, especially in foggy weather. Very dark
- Cars coming down hill cannot easily access the University Hill condo complex. No way to make a u-turn safely.
- Road surface and congestion leading to excess noise to surrounding area.
- Often unnecessary congestion that a traffic circle would easily solve (such as those of Fairview Ave)
- Foliage partially covers traffic signal
- speeding cars
- Cars turning left into Farm Hill to access Vista Bahia cannot do so safely. Need a center/left turn lane. Cars are traveling up/downhill at high speeds.
- Need traffic control to make left turn safer
- Hard to see what's coming in this turn. I almost hit a deer once here. Poor deer get hit more on this street than others.
- Blind left turn into 28280 Hayward Blvd when traveling eastbound
- Very difficult to turn left from Parkside onto Hayward Blvd - difficult to see traffic coming up the hill and down the hill on Hayward Blvd because of cars going downhill very fast and this intersection is sort of a curvy hill.
- Sometimes difficult to make left out of Bailey Ranch due to traffic and speeding cars

## VEHICLE/CAR WRITE-IN COMMENTS CONTINUED...

### JW LEWIS PARK

- Roadway becomes narrow for two-way traffic when vehicles are parked next to the park.
- No safe area to park and offload/onboard children to visit the park
- heavily congested during school days
- speeding traffic
- Paint parking stall lines on the section of the Hayward Bl parallel to JA Lewis Park
- Traffic traveling downhill down does not stop at the stop sign, making it unsafe for traffic turning left and pedestrians. Consider adding bumps approaching the stop sign
- Parkside is a one way street, many people drive in and get lost and then go wrong way. Speeding through the one way streets is a big issue. Potholes, uneven pavement a huge issue - please fix our streets: Parkside, Home, Hillcrest, Tribune, Call, Chronicle

### SPENCER AVE

- Vehicles constantly park here without a proper permit, individuals can be seen loitering, smoking, & throwing trash out their vehicles. Better signage is needed and a parking enforcement officer needs to patrol more often.
- Many vehicles turn too quickly onto Spencer from Hayward Blvd. The red zone on the corner is ignored by people who still park their vehicles on the red zone.
- Need a four way stop sign, light, or traffic circle to make left turn from Spence safer.
- Need traffic control to make left turn safer
- Trying to make a left hand turn onto Spencer is dangerous. We need a safe left-hand turn lane so we don't cause an accident for the downhill traffic.

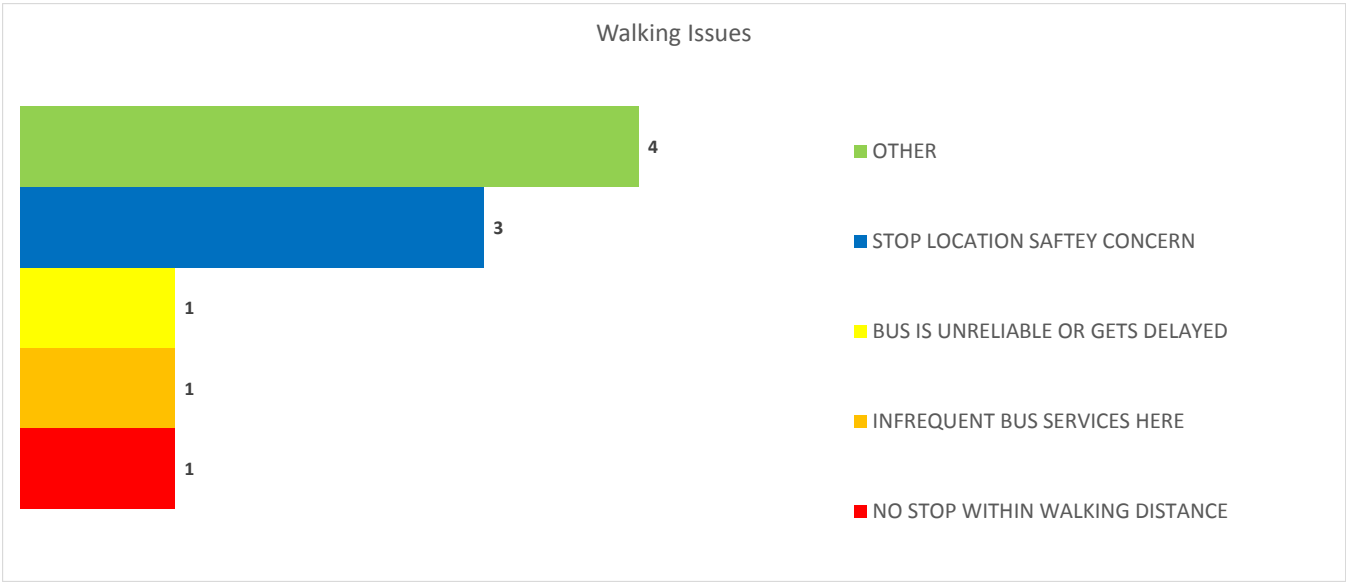
### UNIVERSITY PLAZA

- Cars from right lane often swing into left lane as they are turning into driveway for shopping area. They also stop abruptly and cars are traveling at high speed.
- Vehicles can often be seen exiting University Plaza through this side and although it is a right turn only onto Hayward Blvd, they turn left on Hayward blvd while going the wrong way until they can get on the correct side.
- The street is too wide
- Many cars trying to make a U-turn at this intersection and traffic downhill is traveling at high speed.

## OTHER

- Excessive noise from joy riders with loud mufflers going back and forth all day and night + driving above the speed limit.
- Install 3-way stop sign at the intersection of Hayward Bl and Bailey Ranch Rd.
- Add center landscaping to eliminate opportunity for idiots doing donuts.
- Vehicles can often be seen exiting this housing complex through this side and although it is a right turn only onto Hayward Blvd, they turn left on Hayward blvd while going the wrong way until they can get on the correct side

# BUS/TRANSIT OPPORTUNITIES AND CHALLENGES



Common themes related to Buses/Transit along the corridor



Distribution of Bus/transit opportunities and challenges

## ONLINE SURVEY SUMMARY

### WRITE-IN “OTHER” ON BUS/TRANSIT COMMENTS

- Bus stop location needs to be updated. It once was a beautiful bus stop. Now it looks very plain. Also, trash bin gets filled quickly by people with large trash bags they bring from home to dispose at this particular location.
- Another bus stop would improve neighborhood.
- Relocation of bus stop because it stops traffic
- Bus blocks traffic flow